REMARKS

Claims 1-3, 8-12, and 17 have been examined and have been rejected under 35 U.S.C. § 102(b). Also, claims 4-7 and 13-16 have been withdrawn from consideration.

I. Rejection under 35 U.S.C. § 102(b) over U.S.P. 4,375,091 to Dakin et al. ("Dakin")

Claims 1-3, 8-12, and 17 have been rejected under 35 U.S.C. § 102(b) as being anticipated by Dakin. Applicants submit that the claims are patentable over the reference.

A. Claim 1

For example, claim 1 comprise a drive signal detecting device for detecting a detected value of a drive signal at a time when an increase in a level of the drive signal from a predetermined level causes the carriage device to initially move from a still state. On the other hand, Dakin does not suggest such a feature.

Specifically, in Dakin, a carriage controller 52 (Fig. 1) applies one or more predetermined drive signals (*e.g.*, drive signals S1, S2, S3, and S4 (Fig. 3)) to a carriage driver 60 to move a carriage 24 towards a target track. Specifically, as described in conjunction with Fig. 2, if the carriage 24 is greater than a first distance D1 from the target track (step 88: yes), the controller 52 selectively applies the drive signal S1 to move the carriage 24 at the fastest speed towards the target track (step 90). If the carriage 24 is less than the first distance D1 and greater than a second distance D2 from the target track (step 92: yes), the controller 52 selectively applies the drive signal S2 to move the carriage 24 at the second fastest speed towards the target track (step 94). Moreover, if the carriage 24 is less than the second distance D2 and greater than a third distance D3 from the target track (step 96: yes), the controller 52 selectively applies the drive signal S3 to move the carriage 24 at the third fastest speed towards the target track (step 98).

Also, if the carriage 24 is less than the third distance D3 and has not yet reached the target track (step 100: no), the controller 52 selectively applies the drive signal S4 to move the carriage 24 at the slowest speed towards the target track (step 102). Finally, when the carriage 24 reaches the target track (step 100: yes), the controller 52 does not apply any of the drive signals S1-S4 and instead applies a stop signal STOP to stop the carriage 24 at target track (step 104).

Since the controller 52 in Dakin outputs one of four predetermined drive signals S1-S4 based on the distance between the carriage and the target track, the reference does not suggest a detecting device that detects a detected value of a drive signal at a time when an increase in a level of the drive signal from a predetermined level causes the carriage device to initially move from a still state. Accordingly, Applicants submit that claim 1 is patentable over the reference.

B. Claims 2, 3, and 8

Since claims 2, 3, and 8 depend upon claim 1, Applicants submit that they are patentable at least by virtue of their dependency.

C. Claims 9 and 10

Since claims 9 and 10 contain features that are similar to the features recited in claim 1, Applicants submit that they are patentable for similar reasons.

D. Claims 11, 12, and 17

Since claims 11, 12, and 17 depend upon claim 10, Applicants submit that such claims are patentable at least by virtue of their dependency.

II. Conclusion

In view of the above, reconsideration and allowance of this application are now believed to be in order, and such actions are hereby solicited. If any points remain in issue which the Examiner feels may be best resolved through a personal or telephone interview, the Examiner is kindly requested to contact the undersigned at the telephone number listed below.

The USPTO is directed and authorized to charge all required fees, except for the Issue Fee and the Publication Fee, to Deposit Account No. 19-4880. Please also credit any overpayments to said Deposit Account.

Respectfully submitted,

SUGHRUE MION, PLLC
Telephone: (202) 293-7060
Facsimile: (202) 293-7860

WASHINGTON OFFICE
23373
CUSTOMER NUMBER

Grant K. Rowan
Registration No. 41,278

Date: December 12, 2005